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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

COUNTRY **Czechoslovakia**

SUBJECT **Aircraft and Accessories Stocked in Czechoslovakia**

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1. The following table is an inventory of aircraft stocks in Czechoslovakia at the end of World War II and as of the latest date of information which was 1948.

A. Aircraft, stocks formerly German

	1945	1948
Siebel 204 (C-3)	20	60
Arado 96 (C-2)	30	70
Me-109 (S-199)	25	90 (60-80 delivered to Israel)
(Junkers engine replaced by BMW)		
Me-262	2	7
Fieseler-Storch	15	40
Aero-45	0	10
(Tourist 4-seater)		
Sokol Mic	0	70
(Sport 2-seater)		
Bonzo	0	1
(Tourist 4-seater)		
Buecker-132	5	60
(Trainer 2-seater)		
Z-22 (Trainer)	0	10
Z-26 (Trainer)	0	1
Heinkel-219	2	2
(Experimental) (disassembled)		
Focke-Wulf		2
(2-rotor Helicopter)		
Praga E		11
(Tourist 4-seater)		

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L. Aircraft, Stocks formerly Royal Air Force

	<u>1945</u>
Spitfires	60
Liberators (B-24)	12

These were to be returned in 1947 in exchange for Mosquitoes, but it is not known whether this exchange actually took place.

Anson	2
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As to the disposal of these aircraft, no information available.

C. Aircraft, formerly American surplus

C-47	*40
Horseman	6

\*The 40 C-47's were disposed of as follows:

Rebuilt for civilian use as 21-seat passenger planes: 26 (actually only 21 were rebuilt like this, the rest unknown)

Rebuilt as cargo planes: 6  
Destined to be dismantled: 8

D. Aircraft, commercial

Ju-352	1	
Ju-52	6	
Ju-90	2	(1 Rudy Letov 1946)
Ju-52 from AIR FRANCE	2	

2. Aircraft engines were stocked as follows:

	<u>1945</u>	<u>1948</u>
Argus 410 & 411 (for Siebel & Arado)	50	150
BMW (for Me-109)	30	120
DB-213 (research)	2	15 (partially assembled)
Walter Minor 4/III (for Aero-45, Z-22, Z-26, and Sokol)	0	50 (license to Yugoslavia, later cancelled)
Walter Minor 6 (development)	--	2
Praga D	--	20

3. Components for aircraft and aircraft instruments were available in large quantities from German stocks left behind after the end of World War II. Furthermore, the Czechoslovakian industry was self-sufficient and developed their own accessories and instruments.

4. Location of aircraft engines and instruments

Aircraft:

Si-204 . . . . .	Aero and CKD (Karlín)
Ar-96 . . . . .	Letov & Avia
Me-109 . . . . .	Aero & Avia
Me-262 . . . . .	Avia
F1-Storch . . . . .	Chocén
Ao-45 . . . . .	Aero
Bu-132 . . . . .	Aero
Zlin types . . . . .	Zlin
Sokol & Bonso . . . . .	Chocén

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Aircraft engines:

Walter-----Jinonice near Prague  
Avia-----Mlada Boleslav  
Praga D-----CKD

Aircraft instruments:

Jihlava, Jolesin, [sig], etc.

5. All aircraft and parts were under the jurisdiction of the Czechoslovakian Air Force and of the Central Management of the Rationalized Metal Industry (Ustredni reditelstvi narodnensho kovoprumsy) respectively. Other than the 60 to 80 Me-109's obtained by Israel, there is no other information as of 1948 relating to further disposals of aircraft.

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Yugoslavia,

of the war. Furthermore,

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